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[a2183]

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Hongkong, 19th August, 1904. [a2922]

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Hongkong, 2nd July, 1904. [1621]

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[a1153]

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(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904. [a38]

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OF
LIGHT RAILWAY MATERIAL
ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904. [a333]

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BEER OF THE RISING SUN.
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IN CASES OF 4 DOZ. BOTTLES.
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Hongkong, 7th September, 1904. [a35]

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Do you get out of bed in the morning feeling "all played out," dull headache, no appetite, no energy?
WATKINS' IRON TONIC
A simple tonic that will make all the difference in the world in the way you feel. It will stimulate your liver, tone up your system, give you an appetite. You need only take it a short time before you will get up in the morning with a clear head, a pure sweet breath, and feeling like work.

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MANAGER.
Hongkong, 10th June 1903. [a1802]

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MANAGER.
Hongkong, 31st October, 1902. [a49]

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THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.
WM. FARMER, Proprietor. [a2106]

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MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (ss. *Hewaphan*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOAVISTA." For Terms, apply to
THE MANAGER. [a2241]

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ELEGANTLY FURNISHED ROOMS with Excellent Board.
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"LADY"
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Hongkong, 22nd August, 1904. [a2045]

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All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 13TH, 1904.

In the course of a valuable and thoughtful paper on the "conflict of new world forces in the Far East," which was read by Mr. VALENTINE CHIROL at the Royal Military College, Woolwich, and is published in the *National Review* for June, a reference is made to the much-debated question of the "Yellow Peril" which is worthy of careful consideration by those who desire to see the establishment of the relations between East and West upon an equitable and stable basis. Mr. Chirol says: "In some quarters the successes of the Japanese have already served as a pretext for reviving the cry of 'Yellow Peril,' as if the surest way to create such a peril were not to proclaim that, whatever a non-European race may do to conform to our standing of international ethics, and however legitimate the cause in which it takes up arms against a European Power, the hand of every white man must nevertheless on racial grounds be against it." Mr. Chirol goes on to say that he cannot believe that such a cry will find a serious echo in Great Britain; and points to the inconsistency there would be if those who for three or four generations have been preaching that it is time for Eastern nations to adapt themselves to European civilization should take part in ostracising Japan, the only nation that has listened to the advice.

The inconsistency is manifest, and there are certainly few who would be disposed to gild the shadow of the view thus put forward. But consistency is not the most striking characteristic of politics, and the warning which is given is by no means superfluous or ill-timed. A large number of people have already become alarmed at the bare idea of any people who are, as they are pleased to put it, heathen, being able

and ready to hold their own against a nation that is Christian; and they become still more apprehensive when they consider that it is within the bounds of possibility that there should be a combination of Eastern nations against the West at large.

Imagination being once started in this direction, a fine field is of course open to it, and this fact has not been lost sight of by those who desire for various ultimate ends to impress upon Europe the danger of the "Yellow Peril," of which we have of late heard so much. That such a peril might arise under certain circumstances it would be too much to deny; but the fact that Japan is able to take up and to maintain a strong political position, so far from tending to increase such a peril, must have a precisely opposite effect.

We have no just reason to doubt the bona fides of the Japanese in their declarations in favour of a liberal policy both in politics and in commercial relations. The idea that the Japanese were a people lacking in earnestness, only playing with European civilization, and ready to throw it off as quickly or more quickly than they have adopted it, has been dissipated by recent events. Those events have shown the Japanese to be possessed in an eminent degree of two great qualities which are essential to success in political as well as ordinary life—thoroughness and method—and it is to these qualities that they owe the successes which they have obtained both politically and in war. They have the essentials of the reliable and stable nation, and the existence of such a nation in the Far East, able to influence the policy of adjacent countries, is the best guarantee which Western nations can have for peaceful relations and sound commercial progress in these parts.

The greatest difficulties which diplomacy has had to contend against in China, from the time of the Treaty of Tientsin to the present day, have arisen not from her strength but from her weakness. The consciousness of her inability to hold her own against any foreign nation should occasion arise made her feverishly anxious to avoid every concession which might by any possibility give an opening for encroachment. Whatever was asked, no matter how reasonable, China stood as "the Eternal No," content to rely upon pitting foreign nations one against another, certain that their mutual jealousies would be the best safeguard of her integrity. This policy has in the main succeeded; but the curious thing is that China, astute as she is, failed to see that her action was useless in the direction where danger mainly threatened. Russia, while making a show of conforming with other foreign nations in their general policy, was steadily pushing her way through Mongolia and Manchuria, with the results at present existing. With a nation so weak as China she fully relied upon being able to obtain all she wanted by the simple process of pushing on to her borders. Had China ever been in a position to make such opposition as Japan has offered it is more than probable that Russia would have stopped short in her aggression, and the difficulties which arose when her advance threatened Japan as well as China would never have arisen. Further, we may be sure that the war with that former country would never have occurred had Russia not fondly imagined that the policy of "bluff" which had been so successful with China would be equally so with the much smaller Empire of Japan.

The concessions which other foreign nations—with Great Britain at the head of them in this respect—really require both from China and Japan are not territorial domination, but equal commercial facilities; and China will be more ready to concede the latter if once she feels certain that by doing so she is not jeopardising her territorial integrity; and her views upon this are certain to be largely influenced both directly and indirectly by Japan. Lessons which she is clearly learning from foreigners she will be willing slowly to accept from a neighbouring nation, who, though differing from her widely in many respects, is not so widely separated from her as are foreign nations. A strong Japan, by being able, either alone or in conjunction with China, to place a barrier against Russian aggression, is thus likely to work in favour of stability in the Far East, and not only to

lessen the chances of a disturbance of the peace, but, what is no less important, to do away with the inordinate fear by China of encroachment by foreign nations which has quite as much as her natural conservatism stood in the way of a progressive and liberal policy on her part. There can be no serious "Yellow Peril" if this result be

attained, and the fact that such progress is made without danger to its independence in a neighbouring country will surely, if slowly, influence the Chinese in the same direction. As long as one foreign nation is actively aggressive in regard to China, other foreign nations and China herself are placed at a great disadvantage. The former, with the exception of course of Russia, are mainly interested in obtaining equal trading facilities, and these will be extended in proportion as China feels herself secure. If this result be brought about by recent events, the West has no just reason for apprehension. The idea of some great Asiatic combination against Europe is not an unnatural one at the present time; but it is our unlikely to be realised. Those who attach great importance to it overlook the fact that there are rivalries among Asiatic as well as among European nations. If we divide the whole world only into East and West, the idea seems no doubt plausible. But there are divisions among Eastern as well as Western nations, and it will require some great political force to render such a combination more than a matter of sympathy or sentiment. Such a force might arise from a serious combination among Western nations to subjugate the East—a contingency which is not likely to occur; but short of this, there is little to fear. As between China and Japan, there is small likelihood of any coalition which would be a menace to foreign nations. Japan may co-operate with her to resist a common danger, but will certainly not be likely to work with her in any way that might make her a menace to foreign nations, but would and in making her a greater menace to Japan herself.

The meeting of the Legislative Council has been postponed to Thursday.

The South African emigrant steamer *Indra* is being fitted up at the Kowloon Docks.

The new ferry *Evening Star*, being built at the Kowloon Docks, is having her engines fitted.

The abattoir at Hungshom contained nothing but goats yesterday. The "version" is for the Indian troops.

The inauguration of third-class season tickets on the London and South-Western Railway resulted in a profit of £50,000 for the company.

General Bragg, the U.S. Consul-General, courteously informs us of the receipt by him of a typhoon warning from Manila yesterday. A new depression was recorded east of South Japan.

In the forty-eight hours ended noon yesterday, three Chinese died of plague. That brings the number of cases for the season to 86, of which 81 were fatal. There were also during last week two Chinese cases of enteric, both fatal.

European dwelling-houses are now in course of construction at the back of the Kowloon Dispensary and the corner of Observation and Des Vœux Roads. Kowloon as a residential quarter is still popular.

The attention of the P.W.D. is desired on the road in front of the glass works at Hungshom, where the Hongkong Land Reclamation Co.'s little railway crosses. It is in a shocking condition.

The visitors to the City Hall Library and Museum for the week ending 11th September, 1904, were 220 non-Chinese and 71 Chinese to the former, and 79 non-Chinese and 1915 Chinese to the latter institution.

A visit to the glass works at Kowloon is interesting. One can see the manufacture of lamp-shades, and lamp-glasses, etc., in their every stage. Chinese labour, only, is employed. Women do some of the grinding work and packing.

At the junction of Queen's Road with Bonham Strand and Wellington Street the road is badly out of repair. On the hill at Bonham Strand a drain-cover protrudes at least two inches from the surface of the road.

The wreck of an old "Dragon-boat," which, no doubt, has in its day figured in many a festival at Hungshom, lies in a stagnant pool of water near the Tin Hing Engineering Co.'s works. This stagnant pool, by the way, might with advantage be filled in.

The rocks facing the head of No. 1 dock at Kowloon are ornamented with the names of several American ships, which have, at different times, been docked there. In some instances the sailors must have undergone serious risk to paint them.

Cocoon palus flourish in the sandy soil at both Hongkong and Kowloon. House owners at some places, Pennang, for instance, make money by selling nuts collected from their tenants' gardens. Very often, when palms are laden with fruit at East Point, Hongkong, green cocoons are not procurable at the market.

The Tin Hing Co. is a large engineering establishment worked entirely by Chinese. Chinese shipbuilding at Hungshom is also progressing. At the Kwong Tak Cheong Yard, which adjoins that of the Hongkong and Whampoa Dock Co., a river-steamer (to be launched to-day), two cargo-boats, and two steam-launches are being built; the river-steamer *Hai Nam* is undergoing repairs; and there are several other small jobs.

Coolies recruited here for the Rand mines are supplied with a sort of khaki uniform bearing a red "C" on the right arm.

Capt. W. A. Wheeler, Commodore of the P. & O. fleet, has retired after 40 years' service, and is to be the company's agent at Cardiff.

In the advertisement appearing to-day for the Yokohama Specie Bank, it may be noticed that Dally has now been added to the list of agencies.

The Russians now pouring into Moukden are causing the Chinese great trouble by forcibly occupying the houses and roughly using them. There is a general tendency on the part of all well-to-do Chinese to leave Moukden.

The programme of the Hongkong Gymkhana Club's fourth meeting, to be held at Happy Valley on the 1st October, weather permitting, is:—The O.S. Cup 11-mile Hurdle race; Ladies' nomination race; Distance handicap; Gymkhana Club challenge cup; and a 3-furlong flat race.

By a recent copy of the *Liverpool Institute School Magazine* we see that J. Ramjahn, a Hongkong boy, won the sports senior championship. In the high jump he beat the others, his jump being 4ft. 8in. he won the long jump, with a jump of 16ft. 8in. the 100 yds., 10.3.5 sec.; 220 yds., 25 sec.; 440 yds. and hurdle race.

The Social Democratic Federation organised a demonstration in Trafalgar-square on Sunday, August 28, in favour of the State maintenance of children in the public schools. The federation believe that the measure would be a means of checking physical deterioration among the poorer classes of the community.

Professor Jenks is said to have gone away quite satisfied that his work was not in vain, and that China really means to take up the scheme of currency reform. There are those who believe, however, that China will, with the information and pointers given them by Professor Jenks, formulate some kind of financial system herself.

Mr. John Hirschman has purchased from the Taku Ting and Lighter Co. the vacant lot of land to the north of the Astor House Hotel at Tientsin. The price paid was something like £12,000 per acre, the highest figure. The P. & T. Times believes, paid for land in Tientsin. They hope to see this enterprising firm shortly commencing building business premises on this valuable site.

The Chinese Telegraph Administration are constructing a telegraph line between Shanghai and Samsung, and the officials have been instructed to properly protect it. The districts around Shanghai now says the P. & T. Times, surpassingly ignorant compared with those in the north, when it is remembered how much longer they have been familiar with western institutions.

The P. & T. Times reports the death of the son of Mr. and Mrs. Carey of Shanhaikwan, from brain fever. The lad was 16 years of age, and though he had been seriously ill for some days, his recovery was hoped for. The sadness of the occurrence was enhanced by the fact that his sister's marriage to Mr. Ambrose, Traffic Inspector of the C.T. Railways, had been fixed for the day of the funeral. The marriage has since taken place quietly.

The British Minister wrote the Waiwapa on the 21st August that when one of the British gunboats went to the Poyang lake she was stopped by the Chinese officer in charge of the fort there, which fact is against the stipulations of the Chefoo Convention, etc. The Waiwapa answered that the Chefoo Convention does not allow foreign warships to enter the Poyang lake, and so please do not send any warship there so as to maintain friendship.—*Universal Gazette.*

H.M. Consul at Asuncion reports that cotton has been cultivated in Paraguay for many years, but hitherto no attempt has been made to export it. In the past year, however, considerable interest has been manifested in this product by cotton dealers and experts who have visited the country. Samples forwarded to the United Kingdom have met with considerable approval, and one shipment to Manchester was pronounced "very good standard quality." Paraguayan cotton is said to resemble the Egyptian variety.

Several persons out for a ride on a launch yesterday afternoon, says the *Chefoo Daily News* of 3rd inst., report that they saw a Japanese vessel just outside light-house bluff loading tins of dynamite. This is said to be an everyday occurrence. Those who are familiar with the methods by which provisions are sent out to the troops say that in addition to the staff which is going via Weihaiwei, a considerable quantity is loaded directly aboard ship just outside Chefoo harbour. It is a fact that in the case of at least one of the numerous small steamers now plying between here and Weihaiwei, diligent inquiry at the latter port fails to reveal that she has been there as often as she has cleared from Chefoo for that place.

The Governor of Shanai has memorialised on the question of the establishment of a police school at Tai-yuan-fu, capital of the province. He states that for the purpose of training modern police officers for service in the various districts where police forces will be organised as commanded in Imperial edicts, he has now opened this school with 60 youths who are to be taught by three Japanese police officers who will be engaged at monthly pay of between \$200 and \$120 per man, with free quarters. The course of the students is now temporarily fixed at one year, owing to the urgent demand for them in the province. The expenditure will be £12,000 per annum.

TELEGRAMS.

[REUTER'S SERVICE.]

A HUMANE RUSSIAN MINISTER.

LONDON, 10th September.

Prince Sviatopolk Mirski has a reputation for humanity and enlightenment. His appointment is considered a defeat of the Reactionaries.

RELATIVE STRENGTH OF THE OPPOSING ARMIES.

Discussing the respective strength and armament of the two belligerent armies in Manchuria, the *Sait* says that when the lately mobilised 10th and 17th Russian Army Corps, and the two Reserve Divisions quartered in the Government of Kazan, have arrived at the front General Karapetkin will have at his disposal 221 battalions of Infantry, 183 squadrons of Cavalry and 81 Batteries, making, in all, 248,450 rifles and sabres, and 638 guns. Opposed to these the Japanese command 234 battalions of Infantry, 68 squadrons of Cavalry and 130 Batteries—in all 226,600 rifles and sabres, and 780 guns. According to this estimate the Japanese will, even after the arrival at the front of Russian reinforcements, have a great, and important advantage in artillery, an advantage which must be valued not only by the number but by the proved superiority of their guns. If the figures be approximately correct, there have evidently been some gross misstatements officially made during the last six months as to the large numbers of troops carried over the Siberian Railway.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN POI"]

VICEROY'S RETURN.

Information has been received in official circles, that Viceroy Shun will arrive at Weihow on or about the 22nd inst. His Excellency is expected in Canton at the end of the month.

CHINESE ARMY REFORMS.

It is reported in Canton that a telegram has been received recently from Shanghai that the War Department in Peking has sent a memorial, which has been sanctioned by the Emperor, to the Throne asking leave to dress the soldiers in European costume, cut off their queues, and drill them according to the way of Japanese.

BANDITRY.

The robbers are becoming more fierce and daring than ever. There is hardly a day on which no case of robbery is reported. Some days ago a gang of about one hundred and twenty robbers, all well armed, marched in broad daylight to the market place named Shan-Tung in Ching Un district. After every shop and house had been completely ransacked, they went on their way to the villages in the vicinity of Tai-Ping market place, where on account of frequent robberies the villagers had already moved all their valuables to other places for safety. On finding no valuables, the robbers captured about ten persons and held them for ransom. A captive named Luk was redeemed for the sum of six hundred dollars, and for all the other captives the robbers demanded from one thousand to several hundred dollars.

IN DARKEST LIVERPOOL.

Liverpool's abnormal death-rate was discussed last month at a meeting of the Health Committee.

The medical officer reported a birth-rate of 29.9 per 1,000 and a death-rate of 37.9 per 1,000, compared with a rate of mortality for the corresponding week last year of 18.2 per 1,000.

The recent heat was cited as being responsible for the increased number of deaths among infants, but a member of the committee said that some mothers had not the instincts of animals. The committee had heard of them giving their infants onions, carrots, beer and gin.

Dr. Hope (medical officer) said that in 200 families 792 children had been born, and only 403 survived, which was an excessive death-rate. Delicacy of constitution and improper feeding accounted for many of the deaths. Had more of these children been fed on the sterilised milk furnished by the Health Committee at their various depots, more of them would have been living to-day.

The Viceroy of the Liang-Kiang provinces has given permission to some wealthy native gentlemen at Canton to monopolise the sale of Government salt in Kwang-tung on condition that the promoters find £5,000,000 as capital for purchasing salt from the salt manufacturer. The monopoly is granted for ten years from the date of signature of the agreement, and out of the profit six parts must be given the Government and the remainder to the promoters and shareholders. The head office is to be at Canton, and the Viceroy is to appoint a responsible officer to look after the interests of the Government.—*Peking Gazette.*

Most of us are acquainted with the well-worn anecdote of the Englishman in Paris who, wishing to take a cab, called the driver a pig (cochon instead of cocher); but the writer recently heard of a still more awkward blunder. A young English lady newly arrived, wishing to find out whether a French cabman was disengaged, looked into her pocket dictionary, and thinking she had got the right phrase, went up to him sweetly, with "Etes-vous fiancé?" ("Are you engaged to be married?") "No, Mademoiselle," replied the driver, smilingly. "Prenez moi donc!" ("Then take me!") added the girl. "I am sure I am quite willing, Mademoiselle," responded cabbie; but further explanations had perforce to follow.—*The Outlook.*

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN DUM-DUMS AT LIAO.

Tokyo, 12th Sept.

The Manchurian army reports that two kinds of dum-dum bullets were found among the prizes at Liaoyang battle. They resemble cartridges for the Russian rifles of 1891 type. Some wounds of our men are suspected to have been caused by them.

[REUTER'S SERVICE.]

RUSSIA COMPENSATES.

LONDON, 10th September.

Russia has agreed to pay an indemnity to the owners of the *Ettickdale*.

[The *Ettickdale* was seized in the Red Sea on February 26th by a Russian cruiser and taken to Suez, where she was released two days later. The owners are the Mackill & Co. Ltd., Glasgow. Tonnage, 2,468 tons.]

MANILA AND CONTRABAND.

LONDON, 10th September.

In the last three or four months between 400,000 and 500,000 tons of coal have been purchased in Cardiff for the Russian Government; a large quantity is now on the way to Manila, to which port it is consigned. It is stated that 110 shillings per ton has been paid for coal for Vladivostok.

(From Northern Papers.)

LATEST NEWS FROM DALNY.

TOKYO, 5th September.

20 junks which had been captured by the Japanese on the 25th August are now at Dalny. The junks had 5,000 chickens, 600 pigs, 50 or 60 cattle and large quantities of spirits, wines, tinned provisions and bread on board. The Japanese confiscated all this cargo for the use of the army. Sixteen Russian steam launches which had been sunk by the Russians near the piers at Dalny have been repaired and are now in use. The steamer which had been sunk near the dock is now under repair.

A FRENCH STEAMER SEIZED.

TOKYO, 3rd September.

The French steamer *George*, which tried to break through the Japanese blockade and to proceed into Port Arthur carrying contraband aboard, has been confiscated after due trial at a Prize Court, and the captain of the French steamer and 25 of a native crew have been released and sent away to their respective homes.

THE NEW RUSSIAN POSITION.

CHINCHOW, 6th September.

General Karapetkin, having lost Liaoyang and seeing Moukden is not a fit place to defend, is now at Tieling, where he keeps a large number of his forces and has commanded the native residences extending over an area of seven Chinese li in circumference, and the Chinese workmen are busily engaged in building forts and entrenchments.

BOWLS.

An interesting bowls match was played off on Saturday afternoon on the ground of the Civil Service Club between Scotch and English teams. England led off with a decided lead, and should have won easily, but some splendid play by "Jack" MacConally, aided by the somewhat indigestible humour of the Scotchmen, which seemed to unnerve their opponents, enabled them to run out victorious by 5 points. Mr. J. Smith efficiently acted as scorer and referee. Teams:—

SCOTLAND.

T. P. MacConally
J. Reidie
W. Brand
A. Melver (Skip)

ENGLAND.

W. H. Woolley
P. T. Lambie
A. Asley
J. Howell (Skip)

THE OLD-TIME BRAZIER.

A fire-box or brazier, such as was used before the invention of matches, is in use on the steamers of the Messageries Maritimes. The braziers, which are provided with lids, are attached to the outer bulk-head of the chart room, or placed in other convenient positions on deck. The coals consist of pieces of smouldering touchwood, and the use of spalls is rendered unnecessary. Other steamship companies might take a hint. Passengers, on Atlantic liners especially, know how awkward it is to obtain a light in a high wind without an adjournment to the perhaps distant smoke-room.

INNOCENT PRISONER REFUSES

£25 A NIGHT.

Mr. Adolf Beck is still wondering what compensation will be given him by the Government for the wrongs he has suffered, no announcement on the subject having yet been made.

"The £30,000 which I estimate I have lost through my wrongful imprisonment ought at least to be made good," he said to a *Daily Chronicle* representative. "Surely I cannot be expected to lose that in consequence of my misfortune in being sent to penal servitude for another's crimes!"

Mr. Beck stated that he had received an offer of £25 a night, with a year's engagement, if he would make a tour of the music-halls throughout the country, and speak of his experiences. "I have refused the offer," he said. "I certainly am not going to make a showman of myself."

LIEUT. WITTON'S STORY.

On his release from Portland Prison on the 11th ultimo, Lieut. G. Witton was met by the Hon. James Logan, member of the Legislative Assembly of Cape Colony, who has worked hard for his liberation. His release came as quite a surprise to him. In conversation with a Press representative, he said that for himself he had no complaint to make against the Government or anybody else. "They saw fit to give me this punishment," he said, "and I have suffered it. I am very thankful to be free once more, and am looking forward to my dinner." The young soldier smiled, and added: "Mr. Logan is taking me to Scotland for some private shooting, and after that I am going back to Australia to see my mother, sisters, and brothers. Since I have been in prison—within the last month—I have lost my father. That has been a great blow to me. When I heard from my mother that my father was very ill, I petitioned the Home Office to be allowed to go to see him, but, of course, they could not allow that. Beyond that I have nothing to complain about my treatment at Portland. I asked no privileges, and worked like any other convict." Describing the incident which led to his conviction, Lieut. Witton said the party, commanded by Lieut. Morant, set out from camp after the finding of Captain Hunt's mutilated body, "determined to punish the outrage, which had occurred at a place called Devil's Kloof, fully eighty miles from Spelkenk. I can't remember exactly what happened, but I remember the night we started out someone said: 'I won't give names—there was to be no surrender.' It was, I think, the following Thursday when we got to Devil's Kloof, and after hard riding we came up with the Boers called Visser. They skiddled, and, as they had fresh horses and ours were tired out, they got away, but one man, a Boer called Visser, I am sure, and Morant said he would shoot him. Well, there were some of us who didn't quite like the idea, but Morant said he had his orders from headquarters. Morant, Pictou, and others held a conference, and I remember saying to Morant, after thinking about the matter, 'Leave me out of it.' The next morning, at dawn, a firing party was detailed under the sergeant-major. I was hanging about when the sergeant-major came to me and said, 'Some of the men don't like the idea of this cold-blooded job. Would I speak to Morant? I was pretty sick of the uncertainty of the whole job. Morant said he had his orders. What could I say? I was Morant's junior officer, but what I believe I actually said to the sergeant-major was, 'Look here, I will shoot him myself.' To cut an unhappy story short, we shot Visser. He took his fate stoically. I don't remember that there was any scene and there you are. You know the rest as well as I do."

"I am sorry for Morant," added Lieut. Witton. "He was a brilliant fellow, and a very good sort. He used to write poems as we jogged along on horseback, and he didn't know what fear was."—*Chronicle*.

"YELLOW PERIL" IN NEW GUISE.

The *Shanghai Mercury* describes the scenes published in connection with the "Orchardists" as our old friend the "Yellow Peril" in a new dress. "People have seen that the attempt to raise this particular bogey was too barefaced altogether. Even Frenchmen, who as the allies of Russia would do and say a good deal for their friend, could only smile when the Tsar's money was squandered in the advertisement of the Kaiser's nightmare. Had it not been so highly fathered on the Continent, the Yellow Bogey would have been driven out of Europe with shouts of laughter. But less majestic forbids. What more natural that we should find strong efforts on its behalf to ensure a new footing in China from whence the argument, 'I told you so,' may be triumphantly telegraphed throughout the length and breadth of the world? Secret societies are as common in China as blackberries in an English lane. The natives take to them as ducks to water. Often and often their action has done harm to China, but perhaps as frequently it has done good. If their action has been frankly anti-foreign, as we know it has at times, there is nothing much to wonder at in that. It has even been so in times of transition, and as every foreigner knows, missionaries, who, by openly assuming official power, and interfering with native legal procedure, have increased whole districts, are largely to blame for it. But it is one thing to denounce outbreaks against Christianity, and quite another to aid in convincing Europe that there is a Yellow Peril after all, and that when the war is over the combined nations must if need be step in to save Russia from the consequences of her misdeeds on the plea forsooth that her discomfiture would be a European catastrophe! That is a line of argument into which we hoped to see no British paper inveigled. What we think the natural, though not to be encouraged explanation of some of the recent publications is the well-known jealousy felt by some of our missionary bodies at the spread of Japanese influence amongst the rising generation of natives. This we say is natural enough. Our missions seek out men who are heart and soul in their work. Now the majority of Japanese in China are not Christians and never will be. Yet, by means of their knowledge and success, they have already gained a firm foothold in Chinese esteem, perhaps because their influence is not spiritualistic in any sense. If the missionaries were to characterise it in friendly fashion he would probably call it Agnosticism. Were he unfriendly, it would be heathenism pure and simple. It is quite possible that some of the antagonism referred to in mission reports is due to this spirit of resentment against those who may be looked upon as interlopers."

"ESQ."

Truth appears to have turned its mind to the "esquire habit" about the same time that the "Jottings" writer in the *Press* thought of it as a subject for comment. Here is a part of what *Truth* said in returning to the subject: "By way of corroborating my view that the title 'Esquire' is utterly devoid of meaning, one of my readers mentions that in Singapore, where he has resided for eleven years, it is not only universally bestowed on every white man, but also upon the wealthiest Chinese and other Asiatics. 'Ah Shi, Esq.' looks and sounds well. It will surely lend an additional attraction to life in a 'Rand mine' or compound when the Celestial knows that the wealth he amasses out of his 'average minimum' wage will entitle him to such a designation. He could not get a peacock's feather or a yellow jacket at home for anything like the price."

Of course, we do not need to remind our readers that Singapore is not the only place in the East where this foreign courtesy is bestowed upon Chinese. It was, apparently, in consequence of the lavish and indiscriminate use of the honorific in Hongkong that "Banyan" scathed some of his mental rootlets over this fertile topic. Here, in the absence of "Sir" or "Hon." everybody is an "Esq." he be white or yellow, black or brown, provided he is sufficiently in the swim to receive an occasional chit or letter. It must be admitted, we think, that our weekly contributor took higher ground than "Lalby," for instead of denouncing the custom of so addressing men as "utterly devoid of meaning," he had the perspicacity, perspicuity, or perspicaciousness (take your choice, to see in it a democratic, rather than a snobbish spirit. John Smith, Esq., and Henry Jones, Esq., are men of affairs, and "as good as anybody." They wisely level themselves up, instead of aping the Paris republican who levelled his patrician neighbour down to "citizen" Srandson. If the nomenclature reduction were carried all the citizens decapitated man as well as name. "Banyan" enlisted democratic America to support his theory, having read that in the United States the "esquire" is "commonly given to every man as a mark of respect, especially in the address of a letter." Our excuse for this reference to such a hackneyed subject (which, however, appears to have excited considerable interest) is that our Shanghai contemporary the *Mercury* has dragged us *cis-a-vis* with one of its American subscribers, in such a way that we appear in duty bound to remove the doubts seemingly entertained by that gentleman. It was like this. The *Mercury* dit "Banyan" the honour of transplanting his ideas, and reproduced his comments *verbatim et literatim* without remembering to cite him as the authority on this pregnant topic.

For ourselves, we do not insist on everything being acknowledged that is taken from our columns. It is a little trying when, with scissors purposefully grasped, we glance through the papers from the four corners of the world, and recognise in most of the attractive items we are tempted to excise, the paragraphic prodigals that went forth from us months before. It would save us much valuable time if they were all labelled with the H. and the K. and the D. and the P. that belong to them as no E. or S. or Q. ever belong to man. But we can quite understand how it would spoil the appearance of some papers to credit us with all we lent them, so we waive whatever rights we may be supposed to have in that respect, with one exception. The "Jottings" must not be reprinted, except they be accompanied by the formula: "Thus spake Banyan." Otherwise, that restless jester, being somewhat touchy, talks of taking proceedings. In the present case, we have persuaded him to take a rest, and to leave us to deal with the *Shanghai Mercury* and its doubting Didymus from the States.

An "American Resident" wrote to the *Mercury* with regard to the copied version of "Banyan's" reference to the "esquire habit" in America, and (in part) said: "Americans would be glad to know what authority to look to for an opinion upon a question of this kind." To which the *Mercury* had meekly to reply that the one and only "Banyan" was their authority. Of course, if they had said so at first, the statements would never have been called in question. However, now that they have, and when we know that in Shanghai there is an American contumacious enough to doubt even an anonymous "Banyan" dictum, we are happy to refer him and the *Mercury* to other authorities.

Dan Webster, unalloyed, ought to satisfy any man in the U.S. The latest copy of the "International" dictionary (G. & C. Merriam Company, Springfield, Mass., 1903) says:—"In the United States the title is commonly given in courtesy to lawyers and justices of the peace, and is often used in the superscription of letters instead of Mr." Perhaps the most authoritative American dictionary, however, is that encyclopedic publication compiled by a small army of lexicographers and sent out by Funk and Wagnall of New York; and therein the *Mercury's* Americanistic will find substantially all that "Banyan" wrote and the *Mercury* copied.

Now, finally, if there is to be more argument on this "esquire" business, we would like to see the decks first cleared for action. Such a subject ought to be considered *ad hoc*, and in conjunction with the kindred customs of other nations. The Anglo-American "esquire" is more than equalled by the German "wohl geboren" as to use and etiquette, and its application is no more general than the Japanese *san* or *sanat*. Also, let those who scent snobbery in the complimentary affix, and on those grounds decried it, consider the claims and history and significance of the prefix "Mr." If "Esq." be snobbish when applied to a commoner, "Mr." must be more so, for a manseigneur or master is greater than his mere esquire or body servant.

HONGKONG BLUE BOOK.

The report of Mr. F. H. May to the Colonial Secretary at Home, on the Hongkong Blue Book for 1903, presented to Parliament in July, has just come from the King's Printers.

The actual financial loss on the year's working was \$157,811.60. There was a surplus of assets of \$58,556.54. The tonnage exported (coal, flour, rice, and sugar being the chief exports) was 3,985,310, or 21,847 tons more than in 1902. Rice showed a heavy decrease of 222,189 tons. The chief increase (145,280 tons) was in coal.

The full effect of the abolition of the European Sugar Bounties was not felt, the markets being still overstocked.

When such stocks have been worked off the sugar trade generally will be relieved of a factor—which has hitherto accentuated its necessarily speculative nature, and there is no reason why the local refineries should not share in the benefits likely to result.

The Cotton Spinning Industry suffered (in labour) from the plague, and speculation demoralised the market. The outlook won't improve until cotton can be bought more reasonably.

If the valleys of the New Territory could be utilised for cotton plantations whereby the raw material could be procured at permanent prices, or at least at prices which could be approximately forecast, the industry would undoubtedly receive a much-needed impetus.

Better kinds of sugar cane had been successfully grown, the Castle Peak experiments turning out very well. Agriculture generally was not a subject for congratulation. New Territory included 90,000 acres under cultivation, but mostly exceedingly poor soil.

The educational system of the Colony was still undergoing revision, and grants were now being made on the basis of the later Home system.

The total rainfall for the year was 93.65 inches. The average for the last ten years was 77.86. The average monthly temperature was 71.5 deg. F.

The Colony spent \$37,963.58 on the Volunteers.

The report ends with the following general observations:

Sir Henry Blake, K.C.M.G., left the Colony for Ceylon on the 21st November, and I administered the Government from that date until the end of the year. Major-General Sir William Gascoigne, K.C.M.G., who has commanded the troops for the last five years, and who on two occasions (1900 and 1902) administered the Government of the Colony, relinquished his command in September, and was succeeded by Major-General Villiers Hutton, C.B.

The figures already given at the beginning of this Report are evidence of the continued prosperity of this port. The fluctuations of the silver market and the partial commercial depression arising from the prospect of political disturbances in the Far East have with other causes contributed to prevent the past year from being marked by special buoyancy of trade or steadiness in the stock market; but there is nothing to indicate that the trade interests and the wealth of this Colony have ceased to expand. But if the port is to preserve its predominant position as a great emporium for shipping, there are many problems which demand early consideration and timely action, such as the increase of the accommodation in the harbour for more space for the housing of an ever-increasing population, and the further development of the trade of the West River and its tributaries by the opening of new ports. Over-shadowing all these questions, however, is the pressing necessity for the speedy construction of the railway between Hongkong and Canton, for which a concession was granted to a British syndicate some years ago by the Chinese Government. The development of railway enterprise in other parts of China has, in the opinion of the Government and the entire commercial community, rendered it of paramount importance to the prosperity of Hongkong that this Colony should be connected by railway with the capital of the Kwangtung Province, which is to be connected by a trunk line with the Yangtze Valley.

FOREIGN SETTLEMENT AT CHINAN.

The foreign settlement at Chinan is to be established at Wu-li-kou, outside the east gate. The area is to be six li or two miles from east to west and four li from north to south. A Public Works Department has been opened in connection with the Bureau of Agriculture, Commerce and Art, to have charge of the necessary lands etc., for the use of foreign and Chinese merchants and others who wish to establish themselves at this trading centre, which will soon become one of the leading commercial ports in Shantung. Taotai Ho Chih-hsiao is the director of the department above mentioned, and it is reported that the Governor has obtained permission from the Government to spend Tls. 30,000, to meet the initial expenses in connection with the opening of the port, which is voluntarily opened.—*Peking Times*.

RUSSIAN HOME POLICY.

Prince Meshchersky, writing on August 11th in the *Grashdanin*, exhorted the Russian Government to enter upon a new political path in home affairs by henceforth ceasing to differentiate between the various races, religions, and classes among its subjects. This article by the famous ultra-conservative publicist, which produced a great sensation, contradicting as it did all that Prince Meshchersky had hitherto written on such matters, was regarded in St. Petersburg as being undoubtedly inspired.

POLICE COURT.

Monday, 12th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

"THE INTEREST."

Mr. Yan Epps, undertaker of the firm of Brown-Jones, was yesterday charged with delaying to take out his truck licence. Defendant had taken out the licence, but two months late. The police inspector said he had no doubt that Mr. Yan Epps was not trying to defraud the Government, but the Government lost the interest on the money. Defendant was fined \$1.

SMOKING IN COURT.

Two coolies were summoned for smoking in Court on Saturday; both being allowed out on \$1 bail. Only one of the defendants put in an appearance. He was dismissed; and the other man's bail was exonerated.

ASSAULTING THE POLICE.

Two emigrant coolies were charged on remand with assaulting the police. The facts were that two Indian constables had arrested two men for larceny, when a number of coolies from the South African emigrant camp attacked them. The prisoners escaped, but two of the assailants were arrested. They were sentenced to two months' hard labour and three hours' stocks.

ASSAULT.

Mr. C. W. Longuet, of Messrs. Krusa & Co., charged one of his coolies with fighting. He had stabbed another coolie. Four months' hard labour.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

UNLAWFUL POSSESSION.

Two Chinamen were charged with unlawful possession of a hand-saw and other articles. The complainant, living near the old Bay View Hotel, had his house broken into, and six weeks later observed his neighbours, father and son, using the missing articles. The defendants were fined \$50 each.

THE REAL BEACHCOMBER.

Two Europeans, an Englishman and a Swede, were charged with fighting in a muddled in Des Vaux Road, and the Englishman also with assaulting the police. The only clothes they possessed were dungaree pants and belts. As the second defendant said he had a ticket for Singapore he was allowed to go, but the other was fined \$15 or one month's imprisonment.

THE FUTURE OF BRITISH SHIPPING.

The Antwerp agent of the P. & O. S. S. Co. wrote to the London office as follows: "It may perhaps interest you to know that we have experienced no difficulty in transferring to the steamship *Stactonia*, of the Hamburg-America Line, the 170 tons of mining rails, 50 tons galvanized steel wire, and ten tons zinc, all for Japan, shipment of which we had to refuse by your company's steamers in accordance with your instructions."

We learn that by reason of the Japan calls being relinquished by the British lines from Antwerp, the Hamburg-America Company has decided to double its service and to put on two sailings monthly, commencing September next; their agents here announce their willingness to book any cargo of the above-mentioned description which in the opinion of their principals, cannot be regarded as contraband of war.

Further, we gather from advices received from Hamburg, that the German lines intend shortly to raise their rates to Japan, the absence of all competition giving them complete control of the market. As soon as we learn that a decision has been come to on the point we will let you know.

We may add that, in the light of the action of German lines in continuing their services, our shippers here profess to be unable to understand why the P. & O. Company has suspended its Japan calls. We presume you will bring the situation to the knowledge of your Government, and we hope you will shortly be in a position to advise us that you are assured adequate protection of your rights, and that you intend restoring the service. Meantime, as you may suppose, the Germans lose no opportunity of making good their position, and to this end they are representing to shippers the convenience they continue to afford them in presence of our withdrawal, urging that this should entitle them to special consideration in the future.

THE CHINESE ENGINEERING & MINING CO., LD.

The annual general meeting of the shareholders of the Chinese Engineering & Mining Co., Ltd., was to be held in London to-day (Tuesday).

According to the directors' report, the net result of the year's transactions shows a balance to the credit of profit and loss account of £102,820, made up as follows:—

Net profit after providing for all charges in China £151,685.

Add balance brought forward from last year £21,119.

Gross receipts in London 2,754 4873

Deduct expenditure in Europe, viz:—

Salaries, stores, &c. £5,906

Debit interest 29,900

Debit redemption 10,000

Directors' fees 3,250

Preliminary expenses proportion written off 4,682 53,738

Leaving a net balance of £102,820

which the directors propose to dispose of as follows:—

In payment to reserve for depreciation £20,000

In payment of a dividend of 7½ per cent. for the year 75,000

Carrying forward 7,820

£102,820

ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

CHINESE METHODS.

A pretty example of Chinese administrative methods is narrated with naïveté in the *Chung Ngai Sea Po*. It knocks into a cocked-hat all the foreign idealist's notions of the moral effect of centuries of Buddhism, Taoism, Confucianism, and all the other isms that are supposed to make John Chinaman such a noble boy. Confucius is supposed to have advised his worshippers countrymen never to do to each other what they wouldn't like anybody to do to them. If the doings of Aw Fung-shi, Governor of Kwangsi, and Viceroy Shum are criteria of what all the others are doing, the rule of official conduct seems to be: Do to the other what he is likely to do to you, and do it first.

Governor Aw sent a memorial to the Throne, to the effect that Aw was a poor, insignificant governor, unworthy to lick the steps of the Imperial washhouse at Peking, but that he felt it his painful duty to report that Shum was a worthless person who neglected his duty, who frequently drank wine in company with his subordinates, and who was guilty of the despicable habit of flattering the Throne with false reports.

Back from Peking, straight to the unhappy Shum, came the awful Imperial signal.

Thus and thus says our faithful slave Aw. What last thou to say to the several indictments? Answer, on thy head. (Or words to that effect.)

Shum took a little more wine, and drank confusion to that rascal Aw. Then he replied, to the effect that the Heaven-born would graciously hearken to his unworthy but extremely truthful replies. He (Shum) had always exerted himself to the utmost to perform all his duties. He had on many occasions gone forth in the rain to pray for the Throne, and he trusted that the Throne would continue to retain its convictions of his probity and honour. He had never sent a false report. All were perfectly true, down to the very last wiggles of the brush, and the Throne must not "entertain a shadow of a doubt." That person Aw was within a few miles of a fact when he spoke of wine-drinking. He (Shum) did invite his subordinates to a dinner once. (He must have submitted as he wrote this.) That was on the Emperor's birthday, and all drank to the health of the Throne, but kept quite sober. The fact was this person Aw had sent such a (saving your Presence) lying report because he expected the unworthy writer of these presents to report him for cowardice and negligence. Governor Aw had gathered all the soldiers he could get around the city of Kwelin for his own protection against the rebels. Other cities, surrounded by rebels, he had left to shift for themselves. He was an ardent coward, whereas the writer (Shum) was pursuing those rebels.

It answered. Peking replied: Worthy Shum. Do thy duty as usual, and root out the rebels. Take no notice of what Aw says. We will attend to him.

Governor Aw, chuckling in the midst of his well-defended premises at Kwelin, because he had got ahead of that interfering Viceroy, was shocked when he received an Imperial chit scolding him for presuming to vilify a better man. He was ordered to send his soldiers against the rebels and (horrible punishment!) to go with them.

This was too much. Slipping a dick into his sleeve, in case he should have to anticipate the thunderbolt, he urgently despatched representations to the Throne that Kwelin, being the capital, was more important than the rest of the province, and it would be very unwise to send the soldiers away. Kwangsi was overrun with rebels, and he, as Governor, had to be extremely careful. Surely the Throne had not thought of the terrible risks of braving these rebels? Besides, if the soldiers went, they would most probably be defeated. The most they could hope for would be one or two chance victories.

Here the story ends for the time being. There seems to be an opening for another General Gordon in Kwangsi.

SHIPPING NOTE.

STEAMER MOVEMENTS.

The I.G.M. steamer *Gneissan* left Foochow yesterday at noon, and may be expected here to-day, at 8 p.m.

The M.M. steamer *Salazie*, with the next French mail, left Singapore yesterday at 6 p.m. for this port via Saigon.

The P. & O. steamer *Tindan* left Singapore for this port on the 7th Sept., at 5 p.m.

The P. & O. steamer *Manila* left Singapore for this port on the 10th Sept., at 6 a.m.

The P. & A. steamer *Nicomedia* left Portland on the 31st August via Japan ports, and may be expected here on the 3rd October.

The C.N. steamer *Changsha*, from Japan ports, left Kobe via Kutchin on the 10th Sept., and is due here on the morning of the 17th Sept.

The silk ex C.P.R. steamer *Turtar* arrived in New York on Saturday, the 10th September.

MISCELLANEOUS.

The s.s. *Karat* is undergoing a thorough overhaul at Kowloon Docks.

The little river steamer *Kong Nam* occupies No. 3 dock at the Kowloon establishment. The s.s. *Palack* is in No. 2, and the *Empress of Japan* in No. 1. The Boston s.s. *Shawmut* was refitted yesterday afternoon and anchored at Kowloon Bay, where she awaits the repair of her stern-frame. The French s.s. *Hue* is alongside.

The s.s. *Kong Beng* arrived from Saigon yesterday with 1,500 tons of rice. She encountered the typhoon on the 10th and 11th inst.

The *Choy Sang*, from Shanghai, reported moderate variable winds and overcast at the latter part of the passage.

The s.s. *Senator* arrived from Tacoma yesterday with 1,450 tons of flour and 1,550 tons of general merchandise for this port.

The Italian s.s. *Dante* arrived from Cardiff yesterday with 3,550 tons of coal.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Walkin's Building)

Hongkong 18th February, 1904.

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE,

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS.

THE

ROBIN-ON PIANO CO. LD.

Hongkong, 24th August, 1904.

[2150]

NEW ADVERTISEMENTS

FOUND.

A YOUNG POINTER DOG with Chain attached; no number on Collar. Liver and White Colour, apparently not pure bred. Owner can have same on application and payment of expenses.

HERBERT W. LOOKER.
Hongkong, 10th September, 1904. [2208]

TO LET.

WITH Immediate Possession, ONE SPACIOUS GRANITE GODOWN at Wharf, Office East.

Also Office Rooms in Queen's Road Central. Apply to—**N. MODY & CO.**
Hongkong, 13th September, 1904. [2209]

THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on TUESDAY, September 20th, at 5.30 P.M.

By Order,
A. G. WARD.
Secretary.
Hongkong, 13th September, 1904. [2212]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction TO-MORROW (WEDNESDAY), AND THURSDAY, the 14th and 15th SEPTEMBER, 1904, at 10 A.M., each day, at H. M. NAVAL YARD, SUNDRY NAVAL VICTUALING, OBSOLETE AND CO. DEMNED STORES, Comprising—

BOATS, ENGINES AND BOILERS, BRASS, COPPER, IRON, PAPERSTUFF, CANVAS, FURNITURE, PROVISIONS, IMPLEMENTS, &c.

Catalogues will be issued.

TERMS OF SALE—As Customary.

HUGHES & HUGHES.
Government Auctioneers.
Hongkong, 13th September, 1904. [2210]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE "CLAVERBURN," will be despatched for the above port on or about TUESDAY, the 16th October.

For Freight apply to—**SHEWAN, TOMES & CO.**
General Agents.
Hongkong, 13th September, 1904. [2211]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, FOCHOW AND TAMSUI.

HAICHING.

Captain Hodgins, will be despatched for the above ports TO-DAY, the 13th inst., at Noon.

For Freight or Passage, apply to—**DOUGLAS LARSEN & CO.**
General Managers.
Hongkong, 12th September, 1904. [2206]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Cargo for Hongkong ex s.s. "PRINZ HEINRICH," which steamer arrived at a dock near Point de Galles has been forwarded from Singapore by the s.s. "S. CHISEN," due here on or about Thursday, the 15th inst.

Consignees are required to sign an Average Bond, and Bills of Lading will only be countersigned after a deposit of 5 per cent. of the value of the cargo has been made at our Office.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 12th September, 1904. [2205]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

Captain von Dohren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 12th September, 1904. [2207]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after P.M. of the 15th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, as Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LD., Agents.
Hongkong, 12th September, 1904. [2213]

DAVID COHEN & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO., Sole Agents.

INTIMATIONS

CHINA COMMERCIAL STEAMSHIP CO., LD.

WANTED.

A DOCTOR for the s.s. "CLAVERING," running between Hongkong and Mexico. Apply to—**J. S. VAN BUREN,** Superintendent.
Hongkong, 7th September, 1904. [2169]

REQUIRED.

COMPETENT ACCOUNTANT. BRITISH, 24, 5 years' experience in Banking, Bookkeeping, Shipping, Insurance, &c. Offers his Services as Bookkeeper or Office Assistant. Highest credentials. Address—**A. E. B.,** Care of King Edward Hotel.
Hongkong, 10th September, 1904. [2180]

WANTED.

A MESS CATERER. Apply to the—**MESS SECRETARY,** 3rd Burma Infantry, Kowloon.
Hongkong, 12th September, 1904. [2196]

THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships. Work Splendidly Executed. Trial Solicited. Charges—Moderate.

F. G. ALLEN, Manager.
Town Office, 36, Queen's Road Central (above Messrs Watson's Old Establishment).
Hongkong, 2nd September, 1904. [2144]

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs JARDINE, MATHESON & CO.'S OFFICES, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of SEPTEMBER, 1904, at 12.15 P.M., when the following Resolutions were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 100,000 new Shares of \$20 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete 10 Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 1st September, 1904.

By Order of the Board,
EDWARD OSBORNE, Secretary.

NOTICE CONVENING SECOND EXTRAORDINARY GENERAL MEETING OF THE COMPANY.

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Bank Premises, Queen's Road, Victoria, Hongkong, on SATURDAY, the 24th day of SEPTEMBER, 1904, at 12 o'clock Noon, when the Resolution set out below, which was passed at the Extraordinary General Meeting of the Company held on the 3rd day of September, 1904, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Company be reduced from \$1,000,000, divided into 750 Shares of \$1 each (Founders' Shares), and 99,925 Shares of \$10 each (Ordinary Shares), to \$689,475, divided into 68,947.5 Shares of \$10 each, and that such reduction be effected by writing off the whole amount paid or credited as paid on each of the 750 Shares of \$1 each and cancelling those Shares, and by writing off \$3 per Share, part of the sum of \$8 per Share which has been paid or credited as paid on the 49,453 Shares of \$10 each which have been issued, and by reducing each of the 99,925 Shares of \$10 each to a Share of \$7.

By Order,
GEO. W. F. PLAYFAIR, Chief Manager.
Hongkong, 7th September, 1904. [2170]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$1.1 a share.

Each Registered Shareholder on the 23rd day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 22nd June, 1904. [1546]

TO LET

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.

No. 5, SALISBURY AVENUE, Kowloon. Possession from 1st October, moderate rental.

Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.**
Hongkong, 21st June, 1904. [1611]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms. Hot and Cold Water. Good Sea View.

Apply to—**JARDINE, MATHESON & CO.**
Hongkong, 8th August, 1904. [1417]

TO LET.

THE EYRIE (PEAK).

BELLILIOS TERRACE, Nos. 10, 12 & 21, "BANGOUR" (PEAK) from 1st August.

No. 9, BEACONSFIELD ARCADE, Shop. No. 14, BEACONSFIELD ARCADE, 1st Floor.

Apply to—**LINSTEAD & DAVIS.**
Hongkong, 20th August, 1904. [1429]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.

Nos. 6 & 8, CASTLE ROAD. Nos. 74, CAINE ROAD.

Apply to—**COMPTON DEPARTMENT,** Nippon-Yasen Kaisha.
Hongkong, 18th July, 1904. [1430]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—**WING CHEONG,** 35, Queen's Road Central.
Hongkong, 3rd November, 1903. [174]

TO LET.

No. 1, STEWART TERRACE, the Peak.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 28th March, 1904. [885]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—**THE SECRETARY,** The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

THE whole of the SECOND FLOOR of No. 31, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes.

Apply to—**YEE SANG FAT,** Above Address.
Hongkong, 7th September, 1904. [2174]

TO LET.

LARGE AIRY ROOMS in Office Building in British Concession, Canton.

For particulars, apply to—**P. O. BOX 22,** Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET.

No. 15, HOLLYWOOD ROAD (8 Rooms) (with Kitchen, Bathrooms, and Servants' Quarters).

Apply to—**H. M. S. H. ESMAIL,** 4, Hollywood Road.
Hongkong, 16th August, 1904. [1191]

TO LET.

No. 1, RIPON TERRACE (in FLATS).

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE EAST).

GODOWNS, PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 9th June, 1904. [175]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—**SECRETARY,** A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

No. 6, UPPER MOSQUE TERRACE. European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.

Apply to—**G. J. SEQUEIRA,** Care of A. R. Marty.
Hongkong, 25th July, 1904. [1808]

TO LET.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SEILL, Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. [17]

TO LET

TO LET.

THREE ROOMS in the Upper Level, with Bathroom, Kitchen and Servants' Quarters; suitable for bachelors. Rent moderate.

Apply to—"APARTMENTS," Care of Daily Press Office.
Hongkong, 2nd September, 1904. [2135]

TO LET.

FURNISHED ROOM, from 1st October, 1904, with Bath, near Kowloon Ferry.

Apply to—**T. C.,** Care of Daily Press Office.
Hongkong, 5th September, 1904. [2156]

TO LET.

No. 8, UPPER WEST TERRACE. Immediate possession.

Apply to—**L. K. F.,** National Bank of China Ltd.
Hongkong, 3rd August, 1904. [19]

TO LET.

ROOMS or OFFICES on the First Floor of 31, Queen's Road Central.

Apply to—**YEE SANG FAT,** At the Above Address.
Hongkong, 15th August, 1904. [19-1]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 29th July, 1904. [1816]

TO LET.

OFFICE and GODOWN, on Shimen, to be let from 1st September.

Apply to—**DEACON & CO.**
Canton, 29th August, 1904. [2095]

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—**S. J. DAVID & CO.**
Hongkong, 2nd July, 1904. [1618]

TO LET.

No. 4, KNUTSFORD TERRACE, Kowloon.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 12th September, 1904. [2197]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—**WING CHEONG,** 35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—**N.,** Care of Daily Press Office.
Hongkong, 6th September, 1904. [21-1]

FOR SALE.

A COMPLETE STEAM LAUNDRY, with all New Machinery and Plant; in Perfect Working Order.

Apply to—**O. HANISCH,** 9, Babbler Well Road, Shanghai.
Shanghai, 2nd September, 1904. [2173]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, B.C., to the stations of the NORTHERN PACIFIC S.S. CO. BOSTON STEAMSHIP and TOWBOAT CO.'S OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 20th May, 1904. [1209]

HONGKONG CLUB.

NOTICE.

THE SIXTH HALF-YEARLY DRAWING of Sixty-Five Debentures of the Hongkong Club, Payable on FRIDAY, the 30th September, 1904, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M., on MONDAY, the 19th September, 1904. Bearer of Debentures are invited to attend the Drawing.

By Order,
C. H. GRACE, Secretary.
Hongkong, 10th September, 1904. [2

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.

CROYSANO, British str., 1,424 H. Roops, 12th September, Shanghai 8th September and Swatow 11th. General—Jardine, Matheson & Co.
 DANTE, Italian str., 1,700, Carlo Monti, 11th September, Cardiff 8th September and Swatow 11th. General—Jardine, Matheson & Co.
 GREGORY, British str., 2,961, J. G. O'Brien, 12th Sept., Calcutta via Straits 28th August, General—David Sassoon & Co., Ltd.
 KONO BINGO, German str., 962, Meyer, 12th September, Saigon 6th Sept., Rice, North German Lloyd.
 PRONTO, Norwegian str., 837, Seeburg, 12th September, Nanchang via Chefoo 6th September, General—E. A. Trading Co.
 STENTON, British str., 1,308, Chas. Jackson, 12th Sept., Moji 8th Sept., General—Butterfield & Swire.
 SUEVIA, German str., 1,119, W. V. Dohren, 12th Sept., Hamburg and Singapore 5th Sept., General—Hamburg-Amerika Linie.
 At the Harbour Master's Office, 12th September.
 Bulgakov, British str., for Shanghai.
 Chongang, British str., for Canton.
 Kiyono, British str., for Fuzhou.
 Kiyono, British str., for Shanghai.
 Kiyono, British str., for Yokohama.
 Kiyono, British str., for Hongkong.
 Kiyono, British str., for Hongkong.

DEPARTURES.
 10th September.
 CALMAO, U.S. gunboat, for Canton.
 12th September.
 HONGKONG, British str., for Amoy.
 KAIKONG, British str., for Amoy.
 PROMISE, Norwegian str., for Canton.
 12th September.
 HONGKONG, British str., for Amoy.
 KAIKONG, British str., for Amoy.
 PROMISE, Norwegian str., for Canton.

VESSELS IN DOCK.
 12th September.
 ABERDEEN DOCK.—Sichuan.
 ROW OF DOCKS.—U.S.S. Pathfinder.
 Kowloon, Japan, How, Paklok, Kongmoo.
 COSMOPOLITAN DOCK.—Aviation Apeur.

VE-SELS PASSED ANKER.
 August 24, Dutch str., General, Le Clercq.
 Aug. 21, from Batavia for Rotterdam.
 August 21, German 1 m. by, Renee Rickmers.
 Schulz, from Bangkok for St. Helena.
 August 21, Norwegian hys., Nola, Carlsen, from Cap town for Bangkok.
 August 25, Dutch str., Lonia, Edmundson, from Cap town for Bangkok.
 August 28, British str., Ashby Mackay, from Pannarocan.
 August 28, Dutch str., Bali, Visser, July 22 from Amsterdam for Batavia.
 August 21, Dutch str., Gode, Bagdas, July 23 from Rotterdam for Batavia.
 August 21, British str., Ros, Moore, Kennedy, June 25, from New York for Hongkong.
 August 21, British str., Islander, Wright, Aug. 28, from British str., Christmas Island.
 August 31, Norwegian hys., Eos, Jorgensen, July 15, from Bangkok for Calcutta.
 August 31, British str., Umballa, Huggill, July 26, from London for Batavia.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.
 FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE Buckland Line Steamship.

"BAROTSE,"
 will be despatched for the above ports TO-MORROW, the 14th inst., at DAYLIGHT.
 For Freight, apply to
 A. S. MIHARA, Agent.
 Hongkong, 9th September, 1904. [2185]

STEAMSHIP SERVICE TO NEW YORK
 VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports).
 THE Steamship
 "HUDSON,"
 will be despatched on or about the 15th September.
 For Freight or further information, apply to
 STANDARD OIL COMPANY OF NEW YORK.
 Oriental Freight Department.
 Hongkong, 28th July, 1904. [1844]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "ARIATON APCAR,"
 Captain E. Fey, will be despatched for the above ports on FRIDAY, the 16th inst., at 3 P.M., instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD., Agents.
 Hongkong, 12th September, 1904. [2157]

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 351 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.,
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain Samuel Bell Smith,
 DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao week days, at 2 P.M., and Sundays at 7.30 P.M.
 FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

LONDON, &c. VIA PORTS OF CALL.
 LONDON, AMSTERDAM & ANTWERP
 LONDON, AMSTERDAM & ANTWERP
 LONDON, AMSTERDAM & ANTWERP
 LONDON, AMSTERDAM & ANTWERP
 MARSEILLES, &c. VIA PORTS OF CALL.
 BREMEN, VIA PORTS OF CALL.
 HAVRE, BREMEN & HAMBURG
 HAVRE & HAMBURG
 HAVRE & HAMBURG
 HAVRE & HAMBURG
 HAVRE & HAMBURG
 HAVRE & HAMBURG
 TRIESTE, &c. VIA SINGAPORE, &c.
 GENOA, MARSEILLES & LIVERPOOL
 GENOA, MARSEILLES & LIVERPOOL
 NEW YORK VIA SUEZ CANAL
 NEW YORK VIA SUEZ CANAL
 NEW YORK VIA SUEZ CANAL
 VANCOUVER, VIA SHANGHAI, &c.
 VANCOUVER, VIA SHANGHAI, &c.
 VICTORIA (B.C.) & TACOMA VIA JAPAN.
 VICTORIA (B.C.) & SEATTLE VIA N. SAKI, &c.
 PORTLAND, OREGON
 AUSTRALIAN PORTS
 AUSTRALIAN PORTS
 YOKOHAMA, VIA SHANGHAI, MOJI & KOBE
 YOKOHAMA, VIA SHANGHAI, MOJI & KOBE
 NAGASAKI, KOBE & YOKOHAMA
 KORE
 TIENSIN VIA SWATOW
 SHANGHAI
 SHANGHAI, KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA
 SHANGHAI
 FOOCOW, VIA SWATOW & AMOY
 TAMSUI, VIA SWATOW & AMOY
 ANPING, VIA SWATOW & AMOY
 ANPING, VIA SWATOW & AMOY
 SWATOW, AMOY, FOOCOW & TAMSUI
 MANILA
 MANILA
 MANILA
 MANILA
 MANILA
 SINGAPORE & SOERABAYA
 SINGAPORE, PENANG & CALCUTTA.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"AUSTRALIEN,"
 Captain Verrou, will be despatched for the above ports on or about WEDNESDAY, the 14th inst., instead of as previously notified.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agent.
 Hongkong, 12th September, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 The Steamship

"EASTERN,"
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 19th August, 1904. [2027]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Steamship

"EASTERN,"
 Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 27th August, 1904. [2090]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PORT CHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the "Australia" line to NARA, bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 19th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 8th September, 1904. [2]

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NUBIA	Brit. str.	F. N. Tiliard	P. & O. S. N. Co.	24th inst. at Noon.	24th inst.
GLAUCUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-morrow.	24th inst.
TYDEUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	11th Oct.	24th inst.
PATROCLOS	Brit. str.	Dickens	Butterfield & Swire	24th inst.	24th inst.
PINGSUY	Brit. str.	Bourdon	Messageries Maritimes	24th inst.	24th inst.
E. SIMONS	Brit. str.	Bourdon	Messageries Maritimes	24th inst.	24th inst.
GNEISENAU	Ger. str.	H. Blecker	Hamburg-Amerika Linie	24th inst.	24th inst.
SAMRIA	Ger. str.	Luning	Hamburg-Amerika Linie	24th inst.	24th inst.
SCANDIA	Ger. str.	Behrens	Hamburg-Amerika Linie	24th inst.	24th inst.
SUEVIA	Ger. str.	von Dohren	Hamburg-Amerika Linie	24th inst.	24th inst.
BRISGAVIA	Ger. str.	Schulke	Hamburg-Amerika Linie	24th inst.	24th inst.
SLAVONIA	Ger. str.	Forde	Hamburg-Amerika Linie	24th inst.	24th inst.
SEGOVIA	Ger. str.	Forde	Hamburg-Amerika Linie	24th inst.	24th inst.
MOORESHIRE	Brit. str.	G. C. Cundy	Butterfield & Swire	24th inst.	24th inst.
AUSTRIA	Aus. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
IDOMENEUS	Brit. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
ALCINOUS	Brit. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
CLAYBURN	Brit. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
HUDSON	Brit. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
ATHOLL	Brit. str.	Colledani	Butterfield & Swire	24th inst.	24th inst.
E. OF JAPAN	Brit. str.	Pybus, R.N.R.	Butterfield & Swire	24th inst.	24th inst.
MALENA	Brit. str.	Pybus, R.N.R.	Butterfield & Swire	24th inst.	24th inst.
ATHENIAN	Brit. str.	Pybus, R.N.R.	Butterfield & Swire	24th inst.	24th inst.
DEUCALION	Brit. str.	Pybus, R.N.R.	Butterfield & Swire	24th inst.	24th inst.
ARAGONIA	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
EASTERN	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
CHANGSHA	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
MAHIA	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
BAROTSE	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
CHANGSHA	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
WONGANG	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
KWONGKANG	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
AUSKALLEN	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
SACHSEN	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
MAITA	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
TRIUMPH	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
M. STURVE	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
FRITHJOF	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
PROVIDENCE	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
HOCHING	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
TEAN	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
YUENSANG	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
ZAFIRO	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
EASTERN	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
TREMONT	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
RUBI	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
FAUSANG	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.
A. APCAR	Brit. str.	Schuldt	Butterfield & Swire	24th inst.	24th inst.

OSAKA SHOSEN KAISHA
 REGULAR STEAMSHIP SERVICE BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

STEAMERS LEAVING
 "TRIUMPH" WEDNESDAY, 14th Sept., at 10 A.M.
 "M. STURVE" SUNDAY, 18th Sept., at 10 A.M.
 "PROVIDENCE" WEDNESDAY, 21st Sept., at 10 A.M.
 "FRITHJOF" SUNDAY, 25th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal service. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central, Hongkong, 13th September, 1904.

T. ARIMA, Manager [15]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP
 TONS. CAPTAIN. FOR. SAILING DATE.
 ZAVIRO 2540 R. W. Almond Manila Sat. 17th Sept., 10 A.M.
 RUBI 2540 R. W. Almond Manila Sat. 24th Sept., 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 5th September, 1904. [16]

NORTHERN PACIFIC LINE.
 BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.
 * FLEADWUT 3,753 Parington Saturday, September 17th.
 * SHADWUT 3,606 W. M. Smith Saturday, September 24th.
 * TREMONT 3,996 T. W. Garlick Saturday, October 1st.
 * LYRA 4,417 G. V. Williams Thursday, October 20th.

* Cargo only.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 3,996 tons T. W. Garlick About 20th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHADWUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 13th September, 1904. [17]

CANADIAN PACIFIC RAILWAY CO.'S
 ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 21st Sept.
 R.M.S. "ATHENIAN" 3,892 Tons. WEDNESDAY, 12th Oct.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.

Hongkong to London, 1st Class, via St. Lawrence 400 via New York 482.
 Intermediate on Steamers, 240. " " 442.
 and 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pender Street.

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL. REMARKS.

YOKOHAMA, via SHANGHAI, MALACCA, 5 P.M., 13th September. Freight only.
 HAI, MOJI and KOBE (Passing through the Inland Sea) A. F. Street

YOKOHAMA, via SHANGHAI, MANILA, About 16th September. Freight only.
 HAI, MOJI and KOBE (Passing through the Inland Sea) H.G.H. Lowell, R.N.R.

SHANGHAI, MALTA, About 22nd September. Freight and Passage.
 C. L. Daniel

LONDON, &c., NUBIA, Noon, 24th September. See Special Advertisement.
 F. N. Tiliard

For further Particulars, apply to
 F. A. HEWETT, Superintendent.
 Hongkong, 5th September, 1904. [1]

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.
 SAMBIA { HAVRE, BREMEN and HAMBURG } On 20th Sept. Freight.
 Capt. Luning { (Calling at Singapore, Penang and Colombo) }

SCANDIA { HAVRE and HAMBURG } On 3rd Oct. Freight & Passengers.
 Capt. Behrens { (Calling at Singapore, Penang and Colombo) }

SUEVIA { HAVRE and HAMBURG } On 18th Oct. Freight.
 Capt. von Dohren { (Calling at Singapore, Penang and Colombo) }

BRISGAVIA { HAVRE and HAMBURG } On 1st Nov. Freight.
 Capt. Schulke { (Calling at Singapore, Penang and Colombo) }

SLAVONIA { HAVRE and HAMBURG } On 15th Nov. Freight & Passengers.
 Capt. Strassburg { (Calling at Singapore, Penang and Colombo) }

SEGOVIA { HAVRE and HAMBURG } On 29th Nov. Freight.
 Capt. Forde { (Calling at Singapore, Penang and Colombo) }

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 No. 1, QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL
 LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.
 1904
 GNEISENAU ... WEDNESDAY ... 14th September
 PRINZ HEINRICH ... WEDNESDAY ... 28th September
 BAYERN ... WEDNESDAY ... 12th October
 SACHSEN ... WEDNESDAY ... 26th October
 ZIETEN ... WEDNESDAY ... 9th November
 PRINZESS ALICE ... WEDNESDAY ... 23rd November
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December
 PRINZESSEN ... WEDNESDAY ... 21st December
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905.

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at Noon, the Steamship "GNEISENAU," Captain H. Blecker, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 12th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.

